

Congress of the United States

Washington, DC 20515

March 31, 2023

The Honorable Kay Granger
Chair
House Committee on Appropriations
H-307 The Capitol
Washington, DC 20515

The Honorable Rosa DeLauro
Ranking Member
House Committee on Appropriations
1036 Longworth House Office Building
Washington, DC 20515

Dear Chair Granger and Ranking Member DeLauro,

I am requesting funding for the 3rd and Welker Intersection Improvements Project in fiscal year 2024.

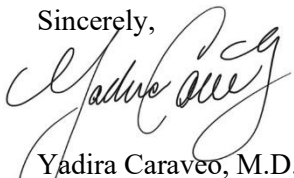
The entity to receive funding for this project is the Town of Mead, located at 441 Third Street, Mead, CO 80542. The funding would be used to provide different mobility, safety, connectivity, and operational pieces of the 3rd and Welker intersection. The project will build energy and synergy as the Town improves a node critical to its transportation network, thus strengthening the infrastructure that is so important to support current residents and businesses as well as ongoing and future developments. This project improves a gateway intersection by adding a traffic signal, turn lanes, raised medians, and safer multimodal features including bike lanes, sidewalks, crosswalks, pedestrian signals, and Americans with Disabilities Act (ADA)-compliant elements. The project widens the roadways through the intersection to the arterial cross-section recommended in Mead's Transportation Master Plan (TMP). The project also installs the Town's first traffic signal.

The project is an appropriate use of taxpayer funds because the 3rd and Welker intersection project improves mobility, safety, connectivity, and operations. The intersection of 3rd Street (WCR 7) & Welker Avenue (WCR 34) is the heart of the downtown area and provides a critical connection to I-25, the Town's three schools, and nearby communities, yet people avoid the intersection because it is difficult to get through. The intersection is currently a four-way stop with marked stop bars and no crosswalks. Sidewalk segments exist on various legs of the intersection but there are gaps. There are no bike lanes or paved shoulders, so cyclists mix with vehicles on 12-foot lanes. The arterials are configured for two-way travel with one through-lane in each direction. Other than one existing turn lane, there is a one-lane approach to the intersection in all directions. This configuration contributes to congestion and traffic queueing.

The project has a Federal nexus because the funding provided is for purposes authorized by 23 USC 133.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,



Yadira Caraveo, M.D.
Member of Congress